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for interacting with the shared vehicle system. Throughout this disclosure the term “kiosk” will be used to mean a kiosk with a user terminal. The terms kiosk and terminal shall be used interchangeably herein. In preferred embodiments, the detection of a parking state is accomplished by, for example, the detection of setting of the vehicle in a parking gear, the lack of motion of a vehicle for a period of time, the opening and/or closing of a vehicle door, or a combination of such events, each of which require no user interaction other than the typical actions taken to park a vehicle.

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Substitute the paragraph beginning on page 6, line 17 with the following:

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In one preferred embodiment that includes electrical vehicles within the shared vehicle group, a user is allocated a vehicle having the highest (or N highest) SOC within a vehicle search group of the vehicles having sufficient SOC to meet a user’s needs. In another preferred embodiment, a user is allocated a vehicle having the second highest (or N-1 highest) SOC within a vehicle search group of vehicles having sufficient SOC to meet the user’s needs, such that the highest (or Nth highest) SOC vehicles may be reserved for users having travel needs which requiring a higher SOC’s. In yet another preferred embodiment, the system or method has the ability to allocate the highest SOC vehicle, depending upon other criteria, such as the time of day or day of the week. Thus, for a certain time period of the day and/or day of the week (for example between 7:00 a.m. and 9:00 a.m. on Monday through Friday) the system or method may allocate the highest SOC vehicle in the vehicle search group is allocated to a user, while at other times of the day and/or days of the week, the Nth highest SOC vehicle is allocated to a user.

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